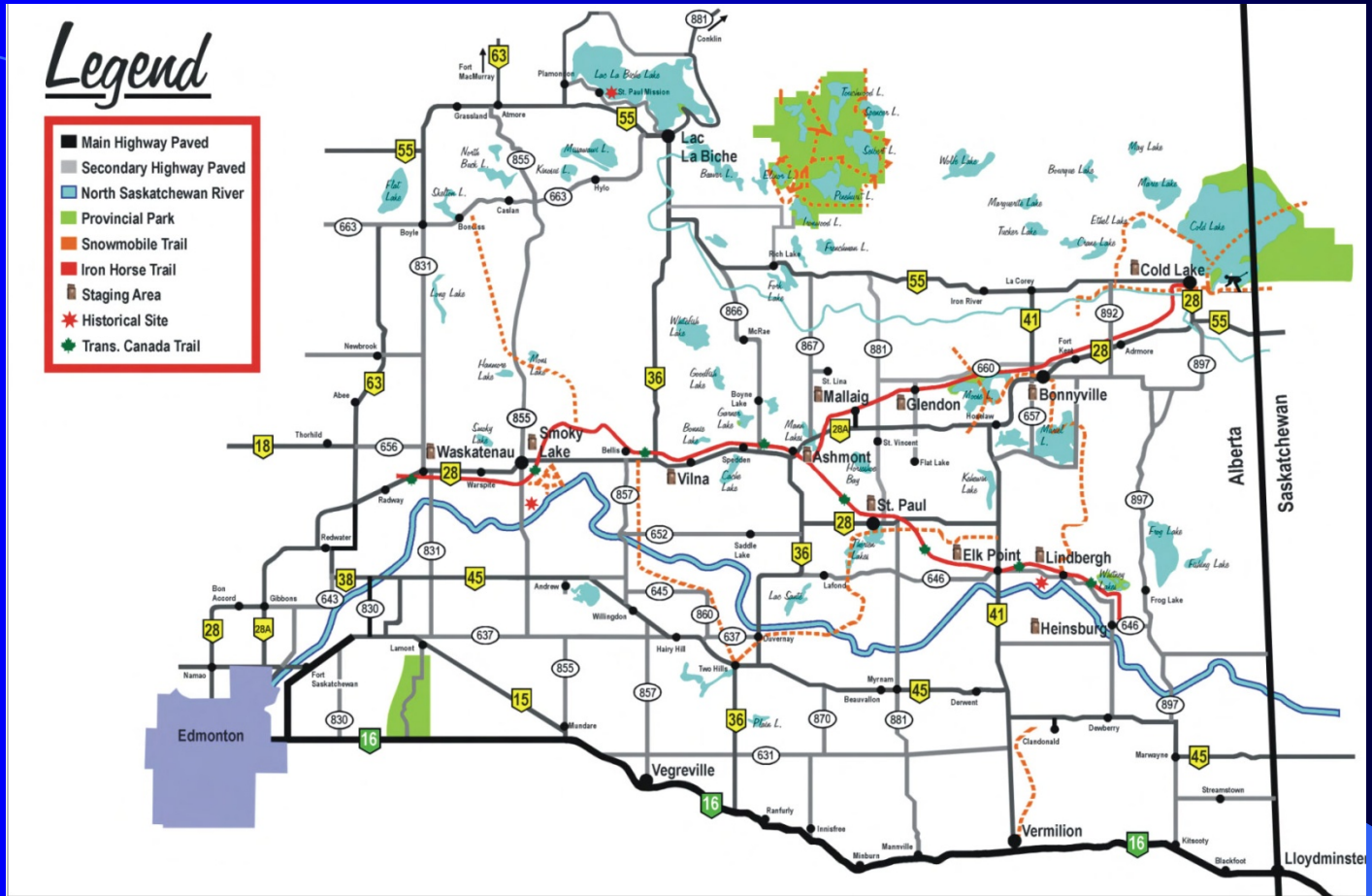


NE Municorr 2017: How we got here

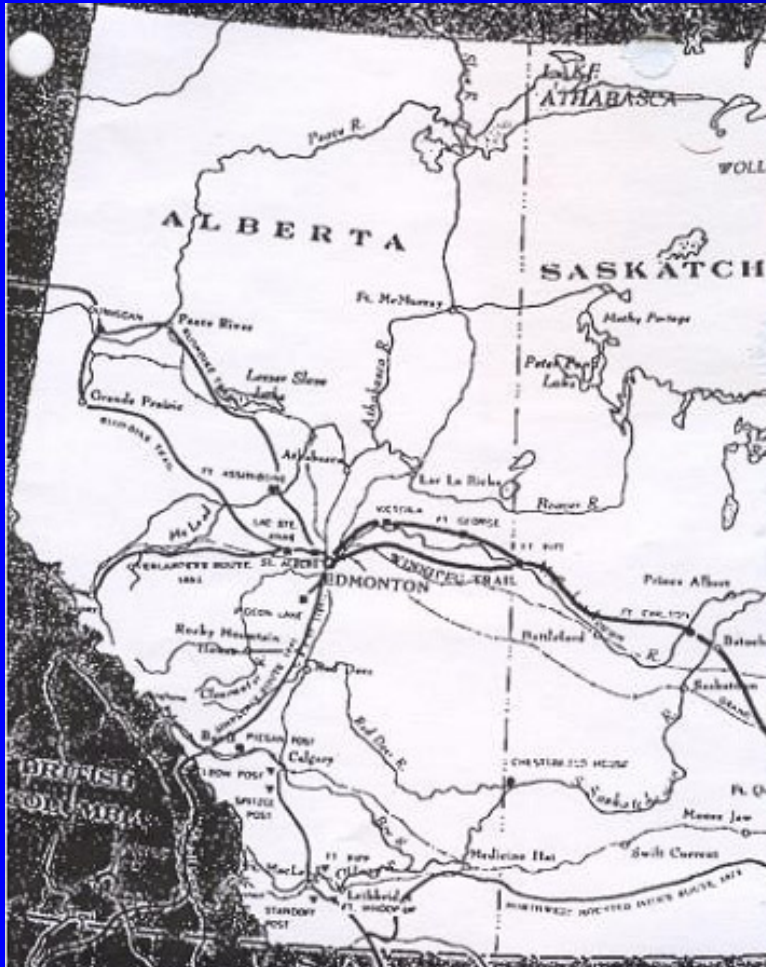


Alberta's Iron Horse Trail

Focus of Presentations

- History – how we got to today
 - Trail Acquisition and Governance
 - Formation of various separate entities
- Where to from here?
- Questions

Early History of Trails



- Iron Horse Trail now follows Carlton Trail of 1815 to 1900 (Winnipeg to Ft Carlton to Edmonton)
- Rail line arrived in 1920s
- Towns moved to the CN rail line

An Early History of the Iron Horse Trail 1993 - 1999



- Once there was a gravel pit...
- The county needed gravel
- 32 km of trail was part of the deal
- Clean up very bad
- Early committee ineffective

1993: Acquisition of Elk Point to Heinsburg

Rail line focus on recreation

The future of the abandoned rail line between Elk Point and Heinsburg will focus on recreational use by horse and ATV enthusiasts, cross-country skiers, snowmobilers, cyclists and hikers, combined with summer pasture usage for adjacent livestock owners.

Close to 50 area landowners and other interested individuals attended a meeting at Elk Point Seniors Recreation Centre last Tuesday, and voted overwhelmingly in favor of joint recreational and pasture use for the line, although a few landowners wanted it kept strictly for pasture.

The County of St. Paul No. 19 purchased the line and an adjacent gravel pit from Canadian National Railways last year. The gravel pit is estimated to contain 1.5 million cubic yards of gravel, which with a purchase price of \$125,000, comes out to just over 8 cents per yard. The gravel pit was "the main purpose of the purchase," according to Division II Councillor Ray Danyluk. With their gravel supply needs taken care of, the County is looking for input from interest groups regarding the use of the rail

line which came with the pit.

One of these interest groups is the Heinsburg Community Club, which according to Division I Councillor Bob Smith, "has been trying to get the right of way for years" in order to continue the development they have started at that end of the line. "We kept getting put off, and we couldn't get grant funding because we didn't have the title." The Club was unable to purchase a portion of the trackage "because CN wanted to get rid of it all at once." The Community Club and Heinsburg Seniors have developed the trackage in Heinsburg near the historic water tower "until it's like a lawn," with lots of dollars and work put in by the clubs and community residents.

A few of the landowners present had hoped to see the rail line used exclusively for pasture, but Danyluk said that as County property, it must benefit all residents. Nor will the County sell portions of the line to adjacent landowners. "We did not buy it for that purpose, and we will keep it intact."

Several concerns with recreational use were noted, including the risk of cattle rustling, disturbance of wildlife habitat, the possibility of fires, and trespassing on adjacent land. It was agreed that fires will only be permitted if and where areas are designated, and that vehicle access and hunting will be prohibited. Landowners may post 'no trespassing' signs and lock their gates. Access to the trail will not be permitted for cars and trucks.

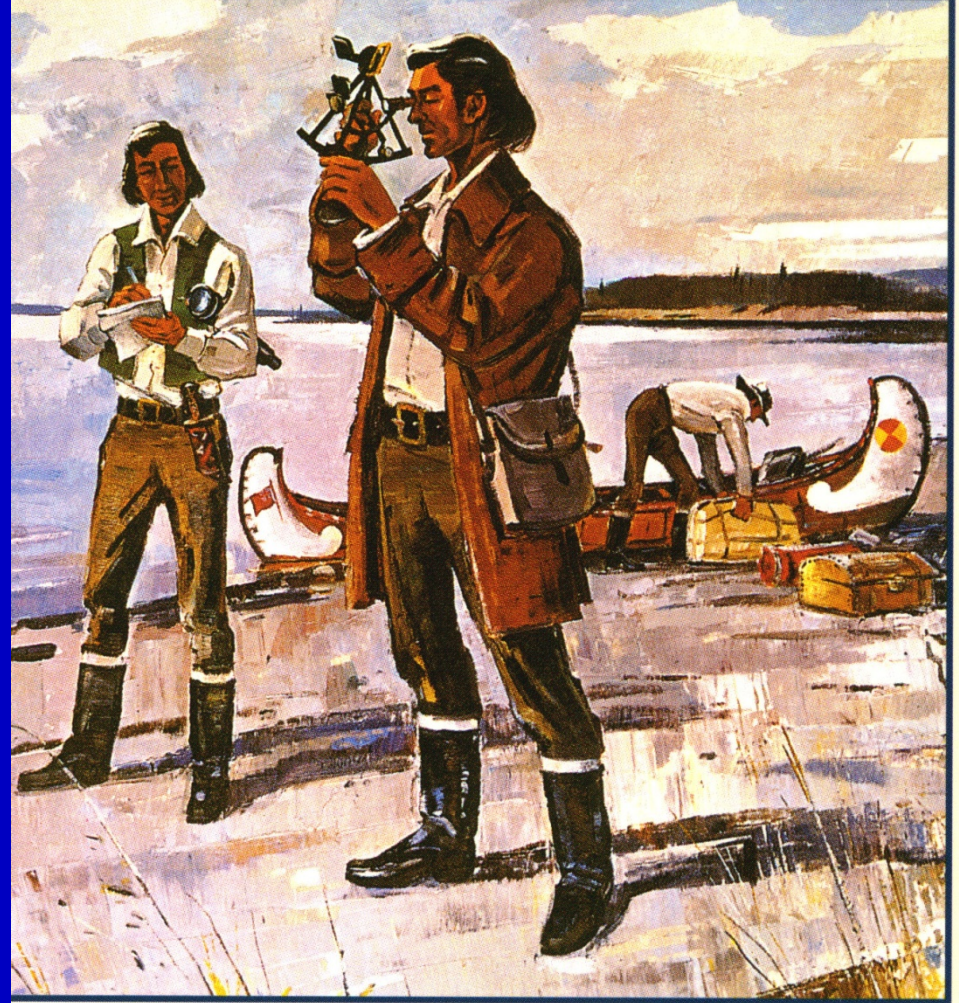
Three waterways cross the line, in Lindbergh townsite, beside the Salt Plant and at Middle Creek, and ways to deal with these were discussed. The County plans to make these crossings fordable for horses and off-road vehicles such as ATVs, as well as grading the roadbed and cutting grass and brush. This work will be done this spring as soon as conditions permit. Gates to allow trail users access to the portions of the trail used for pasture were also discussed, and a standardized design for a steel gate with reflective paint for high visibility was suggested.

- 1993
- Lessons learned

Elk Point Historical Society 1998

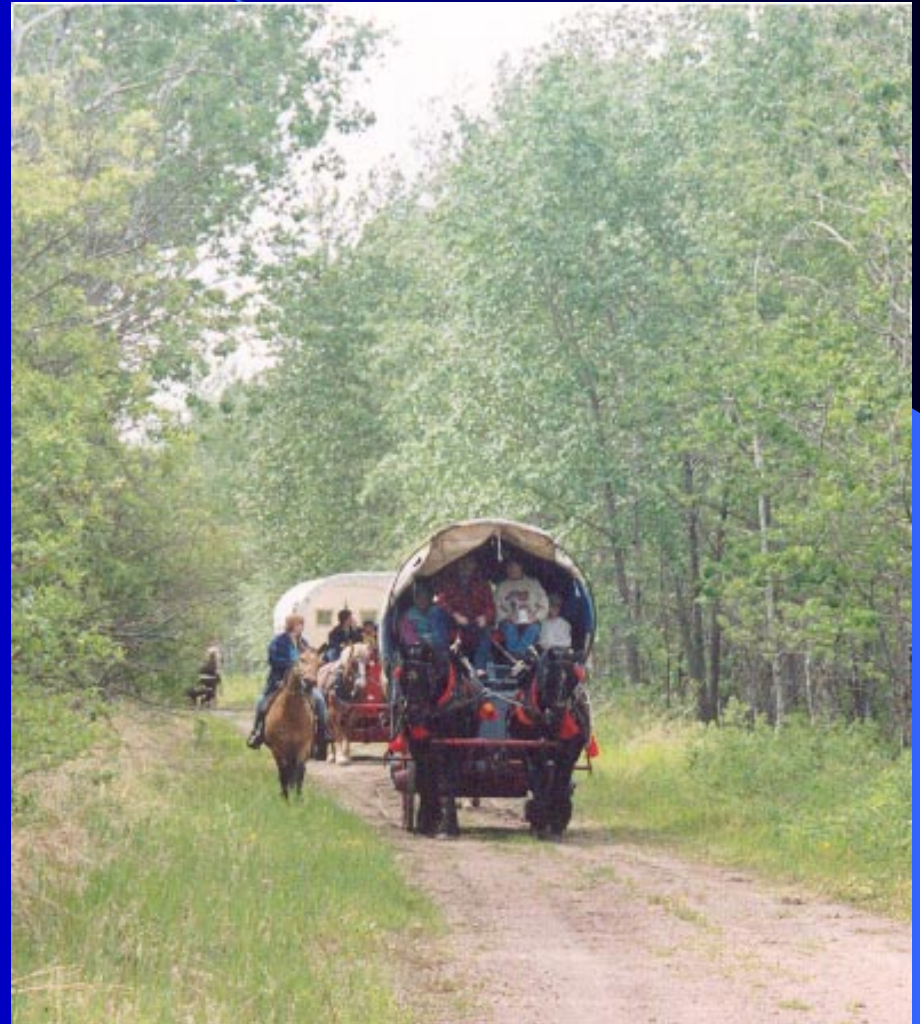
- Getting together a small group or users
- Municipal Connection with council
- Looking for partners
- Start looking at expanding the trail

Peter Fiddler 1892



Getting Connected (in the Early Days)

- Bringing in partners
- Awareness of the pros and cons of the partnership
- Willingness to work together
- No one group big enough to work by themselves
- Riverland Recreational Trail Society (RRTS) formed 1999



RRTS works with many organizations



- Alberta TrailNet
- Alberta Snowmobile Association
- AVT groups (make them if they don't exist)
- Horse users
- Historical groups
- Trans Canada Trail
- Work with partners on win/win

Be aware of motivations



We knew it was a great resource to be saved for the future!

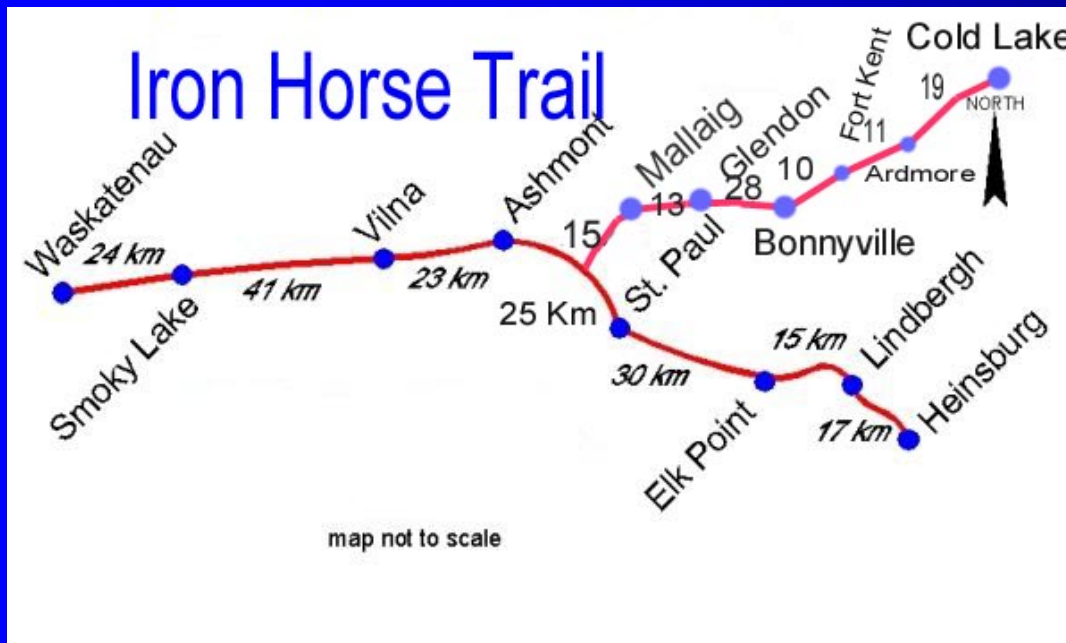
- Each Groups had their own goals
- Groups take ownership of trail
- Individuals – Legacy
- Motorized – Younger; Legacy - older
- Theme - working together
- Regional interaction

Abandonment of Railway



- Trans Canada Trail and CN call RRTS
- RRTS call in Reeves of municipalities
- They start on NE MuniCorr

1999 Abandonment



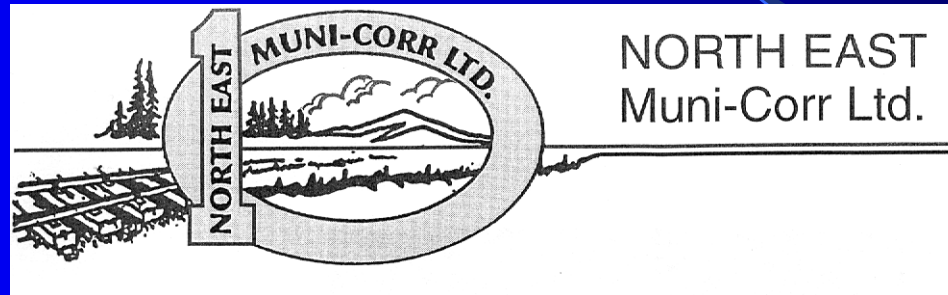
- Waskatenau to Elk Point to Cold Lake
- Need to develop a bylaw to bring CN to the table
- Organization of three rural municipalities into a group

First Meeting with CN, Rail Link, and 3 Rural Municipalities



- Realization to formally organize all 10 municipalities (7 urban and 3 rurals)
- Need for passing a common bylaw about rail abandonment and reclamation

Formation of NE Municorr



- Importance of forming a freestanding non-profit company to own and manage all properties
- CN wanted to deal with one entity

Letter of intent with CN



- Trestles
- Safety
- Adjacent land transfer
- Environmental liability
- Clean up

Cold Lake trestle – 102' high ½ mile long

At end of runway; easily accessible from city

Politics of Trail Development

- Question on the Ballot
- Municipal Elections – October 2001
- “Do you support a municipally regulated public trail upon the soon-to-be abandoned CN railway right-of-way? Yes or No

- Reasons for Question on ballot
 - Differing forces at work

- Question not binding
- Not a referendum or a plebiscite

An election to remember...



jerryb

Opposition arises



National Geographic June 1990

Mobilizing Community



We organize and learn a lot

Mobilizing Community



Raises awareness

Creating BUZZ

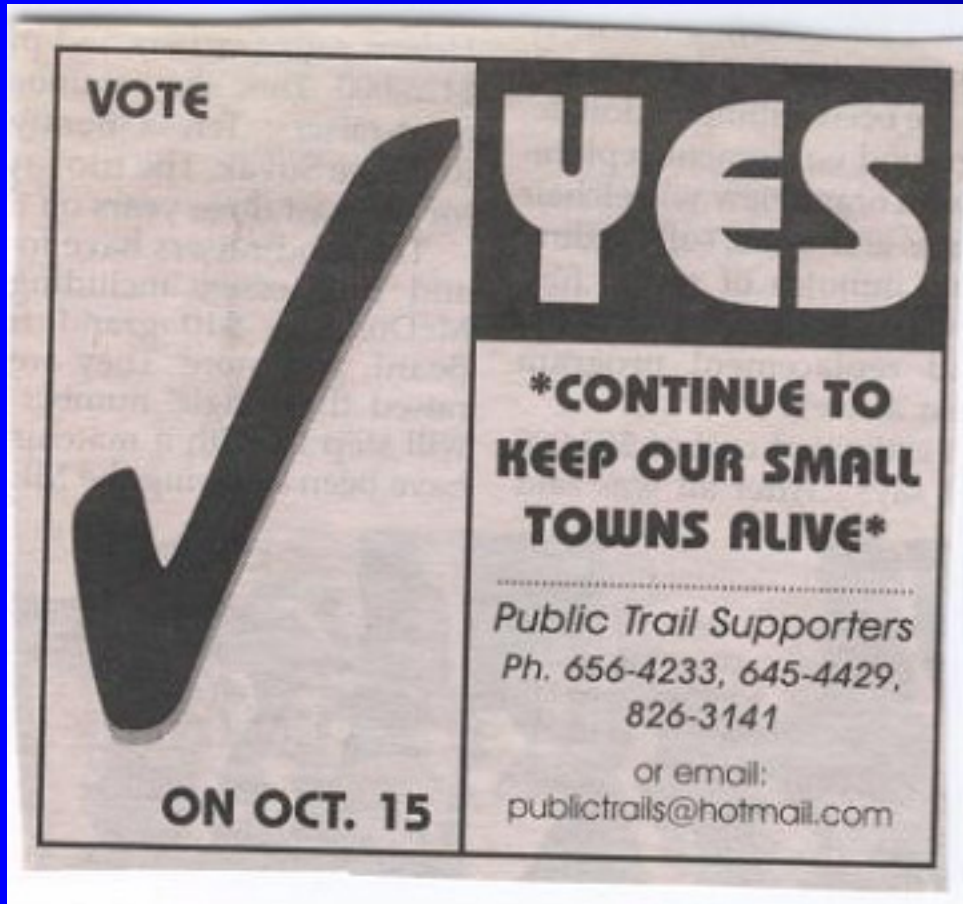
Using phones

Creating news stories

Identifying support
and commitment

Getting out the vote

Communication in Campaign



- Ads in papers (7)
- Letters to editors
- News releases
- Interviews
- Answers to letter in paper
- Radio ads
- Lawn signs (becomes its own BUZZ)
- Budget \$33,000

Organization is strengthened

Mobilizing Community



We identify support

We raise \$33,000

We have many small successes daily

We are unified by opposition

The People Voted YES:

- 54.1% Overall (in the 3 Rural Municipalities)
- 64% in the County of St. Paul
- 50% + 12 in the County of Smoky Lake
- 45% in the M.D. of Bonnyville
- 71% in the Town of Smoky Lake
- 60% in the Village of Glendon
- 90% by the St. Paul Chamber of Commerce
- 85%+ at the last St. Paul Town Trail Committee meeting

Building on the Election victory

- Realization we were only starting; opposition was waiting for failure
- Now construction and much much more....
- Building Infrastructure
- Building Partnerships
- Building Success



Tactic: Build an evolving trail structure

▪ **Northeast MuniCorr**: Owns the corridor as a part nine company – One vote each

▪ **Ten Municipalities**: Regulate & supervise

▪ **RRTS**: Coordinates development

▪ **Trail Steward Groups**: On the ground

Completion of staging areas 7 major and 10 minor



- Signs and toilets
- Picnic tables
- Grants to each of seven major sites

Putting safety signage in place



- Over \$25000 in safety signage
- Almost \$18000 in other signage

Resolving Construction issues



- Trail surface
- Maintenance – gates
- Water issues – washouts
- Signage
 - Staging Areas
 - Commercial
- Vandalism

Official Opening



JerryB

Ashmont – June 8, 2003

Be a small part of Regional Events



- Cold Lake Air show
- Pumpkin Festival and Pumpkin Park
- Opening of Trans Canadian Snowmobile Trail
- Haying in 30s

Work with local government



- NE MuniCorr (monthly)
- Municipal consultation on all local projects
- Trail Stewards System
- Meet one-on-one as problems arise

Active patrolling fall and winter



- Education Programs
- Monthly reports
- Communication with Muni-Corr

Constantly Improving Communications



- Connect with local government
- Use multiple media: web, email, fax, papers
- Educational materials for members:
Handbooks,
Newsletters

Work through existing groups



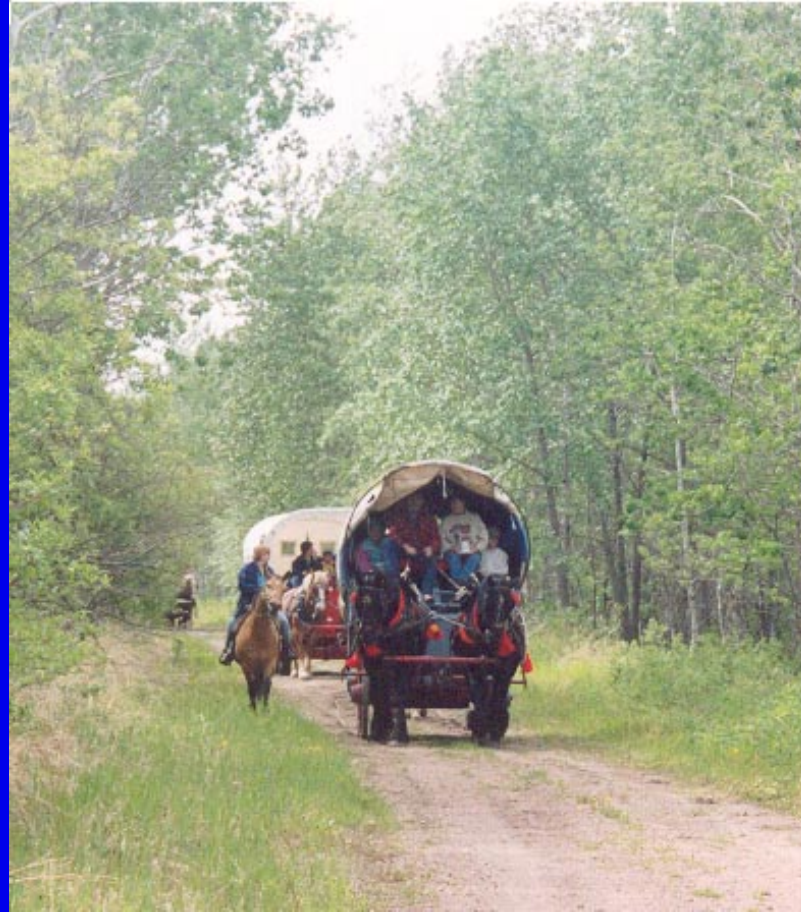
- Recreational groups (ASA, ATV, Horse...)
- Work with adjacent landowners
- Service organizations

Constant Promotion



- Winter
- Spring
- Summer
- Fall
- Use any and every possibility for promotion
- Use crossovers

Build Family Recreation



For all user groups

Paying attention to legal details

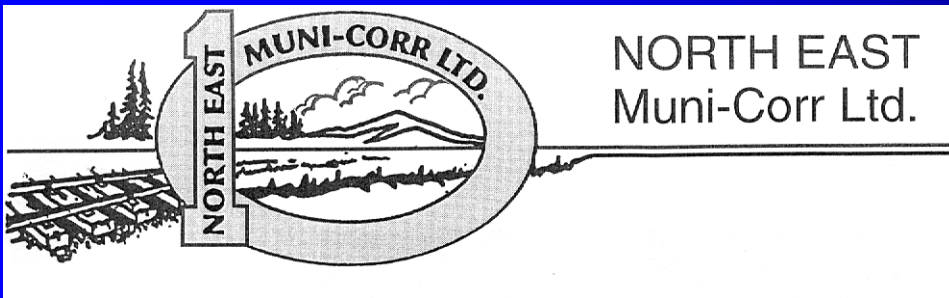


Signing letter of occupancy 2003

- Started with common goals and little on paper
- Build the paper trail slowly
- Operating without every detail nailed down builds

Trust

NE Municorr today



- Monthly meetings
- RRTS on agenda
- Delegations from interested parties

NE Municorr Master Agreement

Equal Partners

Revenue and expense sharing formula

Realize people want municipal input

Process is part of ongoing solution to problems

- Infrastructure management with municipalities
- Sale of Municorr land
- Minimum requirement for staging areas
- Utility rights-of-way management
- Development of crossing agreements
- Adjacent landowner leases

A Vision for the future: Where are we headed?



Is it really only a dirt trail through the bush?

Keep people aware of the gains



- Trestles
- Legacy of the land
- Multiple user's cooperation
- Multiple municipal cooperation
- Multiple organization interaction

Building Hidden Infrastructure

- Trail Call
- Website
- Brochures
- Social networks
- Regular meetings

The screenshot shows a Microsoft Internet Explorer browser window displaying the website <http://www.ironhorsetrail.ca/>. The browser's address bar and menu bar are visible at the top. The website content includes a header with the text "Riverland Recreational Trail Society" and the "IRON HORSE Trail" logo. Below the header, there are several sections: "Welcome to the Iron Horse Trail" with a description of activities and a "Special Places" link; "Tour the Trail" with a circular image and a description of visiting towns; "Self-guided Visits" with a circular image and a description of info for hikers and cyclists; and a yellow box advertising a "3 hour guided jet boat tour" of the North Saskatchewan River. The bottom of the browser window shows the Windows taskbar with the Start button, several open applications (Marvin Bjornstad, Microsoft Word), and the system tray showing the time as 4:42 AM.

http://www.ironhorsetrail.ca/ - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Back Forward Stop Refresh Home Search Favorites History Mail Print Edit Discuss

Riverland Recreational Trail Society

IRON HORSE Trail

Welcome to the Iron Horse Trail

Experience walking, wagon and cycling adventures as well as snowmobile, ATV, and horseback riding on the Iron Horse Trail.

Special Places

Tour the Trail

Visit towns, villages, and sites along the way with maps

Self-guided Visits

Info for hikers, cyclists,

Win a 3 hour guided jet boat tour of the North Saskatchewan River.

Enter the contest and fill out the survey by clicking [here](#)

Start Marvin Bjornstad - ... Microsoft Word http://www.iro... Adobe PhotoDelux... 4:42 AM

Each year has its gains



2009 – Surfacing; Municorr –
ASA award; Riverland Chall
2010 – Audit, Ski tour;
2011 – Geocache;
2012 –EP, Smoky Lake Water
GIS, Travel AB ads; new lease

- 1993 Original IHT
- 1999 – Foundation of RRTS
- 2000 – Abandonment, bylaws,
- 2001 – Election,
- 2002 – designing
- 2003 – Opening, Product Club,
Trail Stewards
- 2004 - Awards, Staging Areas
- 2005 –Infrastructure done
- 2006 – Relay; C1 building;
Lindbergh bridge
- 2007 – Malliag; St Paul staging
- 2008 – Riverland Challenge;
Website; Surfacing grant \$660

Recent Accomplishments

- **2013** - 10 year anniversary; **Cold Lake Trestle Fundraising**; 2 waterlines; Ministers and AB Trailnet on trail; Municipal Maintenance funding;
- **2014** - Rig Matt Renovations; Prototype new Texas gates; Completion of water pipelines; Taking Trestle burners to court
- 2015** - Trestle rebuild; Owlseye, gate project, BV staging area
- 2016** - Pipe fence CEF, Website rebuild (4th)
- 2017** - Trestle - vehicles on trail; 3 Water pipelines planning and other construction (Owlseye, Armistice, Heinsburg)

Keep people aware of the gains and development



- Trestles, right of way
- Legacy of the land
- Recreation for Local users
- Multiple municipality cooperation
- Multiple organization interaction and cooperation
- Recognition for region

Importance of Coordinator Position

- Coordinates communications
- Immediate action
- Constant work on our joint goals
- One stop for info
- Internal and external contacts
- Connects tourism, user groups, land managers, adjacent landowners
- History of issues and people involved
- Relationships with all players

Moving forward with Foundation Search

Possible future projects

- Anshaw destination
- Trestle repairs and redecking
- Parking lots and visitor facilities at each end of the CL trestle
- BV Staging area
- Completion of Ardmore staging area

Organizational Projects

- Getting more volunteers involved
- Getting new users on the trail (ie School programming)
- Trail guidebook or app
- Trail history book